

PROMOTING COMPLETE STREETS AT THE REGIONAL LEVEL

Louisiana Transportation Safety Summit
October 21, 2015

Agenda



- Background
- Advisory Committee
- RPC Policy
- Workshops
- Steps to Developing a Policy

DOTD Complete Streets Policy



LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT COMPLETE STREETS POLICY



This policy will create a comprehensive, integrated, connected transportation network for Louisiana that balances access, mobility, health and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities, which includes users of wheelchairs and mobility aids. It ensures a fully integrated transportation system, by planning, funding, designing, constructing, managing, and maintaining a complete and multi-modal network that achieves and sustains mobility, while encouraging and safely accommodating pedestrians, bicyclists, and transit users.

The Louisiana Department of Transportation and Development (DOTD) will provide the leadership to implement this policy on all transportation projects that involve federal or state funding or approval. DOTD recognizes the need for interdisciplinary coordination to effectively develop, operate, and maintain bicycle and pedestrian networks. DOTD will work with Metropolitan Planning Organizations (MPOs), transit agencies, parishes, municipalities and other stakeholders to do the same. This includes early coordination to identify whether a reconstruction or new construction project will impact a route identified on a local plan. DOTD will offer internal and external training opportunities and other resource tools in the following areas: engineering, education, enforcement, encouragement, and evaluation.

Provisions for all users will be integrated into the project development process for the entirety of all projects through design features, using Context Sensitive Solutions (CSS).

- On all new and reconstruction roadway projects that serve adjacent areas with existing or reasonably foreseeable future development or transit service, DOTD will plan, fund, and design sidewalks and other pedestrian facilities. The appropriate facility type will be determined by the context of the roadway.
- On all new and reconstruction roadway projects, DOTD will provide bicycle accommodations appropriate to the context of the roadway - in urban and suburban areas, bicycle lanes are the preferred bikeway facility type on arterials and collectors. The provision of a paved shoulder of sufficient width, a shared use trail, or a marked shared lane may also suffice, depending on context.

All projects shall consider the impact that improvements will have on safety for all users and make all reasonable attempts to mitigate negative impacts on non-motorized modes. Restricting non-motorized access should not be considered as an appropriate strategy with the exception of those limited access facilities where pedestrians and bicyclists are prohibited. DOTD will strive to ensure projects do not become barriers to pedestrians, bicyclists, and transit users by providing appropriate safe crossings, providing corridor continuity, and ensuring transportation projects comply with the current accessibility guidelines.

There are conditions where it is generally inappropriate to provide bicycle and pedestrian facilities. These instances include:

1. Facilities, such as Interstates, where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor.
2. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent (20%) of the cost of the project.

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3. Other factors where there is a demonstrated absence of need or prudence. For example, in rural areas or undeveloped areas where future development is not anticipated, sidewalks and designated bikeways will generally not be provided.
4. On projects that are preservation only, DOTD will only consider improvements that do not require right-of-way acquisition, utility relocation, or major construction to provide bicycle or pedestrian accommodations, such as relocating or enclosing roadside drainage. Retrofits such as narrowing lanes, restriping and other means of providing improved bicycle and pedestrian access shall be considered on preservation projects. When an identified need or candidate requires right-of-way acquisition, utility relocation, or major construction, DOTD will work with local government to identify funding for the identified need as a separate project.
5. Maintenance for sidewalks and bicycle paths outside the limits of the curb or shoulder will be the responsibility of the local jurisdiction. Maintenance agreements will be required as a provision of the entire project.

Exceptions for not accommodating bicyclists, pedestrians and transit users in accordance with this policy will require the approval of the DOTD Chief Engineer. For exceptions on Federal-aid highway projects, concurrence from the Federal Highway Administration (FHWA) must also be obtained. For exceptions in an urbanized area, concurrence from the MPO must also be obtained.

When an MPO or local jurisdiction is not in agreement with DOTD's accommodation for bicyclists or pedestrians, they can introduce a formal appeal by means of a resolution adopted by the local governing body or board. The resolution must be submitted to the Chief Engineer for review and consideration prior to the final design approval.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from the following, but not limited to: DOTD guidelines and manuals, American Association of State Highway and Transportation Officials (AASHTO) publications, the Manual on Uniform Traffic Control Devices (MUTCD), the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Public Rights-of-Ways Accessibility Guidelines (PROWAG).

DOTD recognizes that a well-planned and designed transportation system that is responsive to its context and meets the needs of its users is the result of thoughtful planning and engineering. DOTD further recognizes the need to provide a framework for evaluation and a targeted strategy for the implementation steps identified. To this end, DOTD will work with a diverse group of stakeholders, including transportation professionals, advocates, and others, as appropriate, to continue to support and steer the implementation efforts both internal and external to DOTD.

Sherri H. LeBas, P.E.
Secretary
Department of Transportation and Development
State of Louisiana

Date: 7/15/2010

DOTD Complete Streets Policy

- “...recognizes the need for interdisciplinary coordination...DOTD will work with MPOs...parishes, municipalities...”
- “...all transportation projects that involve federal or state funding or approval.”
- To best achieve the goal of an interconnected network, we need to have complimentary policies at the regional and local level.

RPC Complete Streets Advisory Committee



- Citizen-based committee
 - ▣ Self nominated or appointed
- Representation from all 7 (now 8) parishes
- Quarterly meetings
- Advise RPC staff and TAC
- Support Complete Streets efforts

CSAC Scope

□ Projects

▣ TIP review

- CS in existing projects

▣ New projects

- CS standalone projects

▣ New funding programs

- CS plans to take advantage of new funds

□ Policy

▣ Plans

- Regional or Parish

▣ Funding

- RPC funds for SC

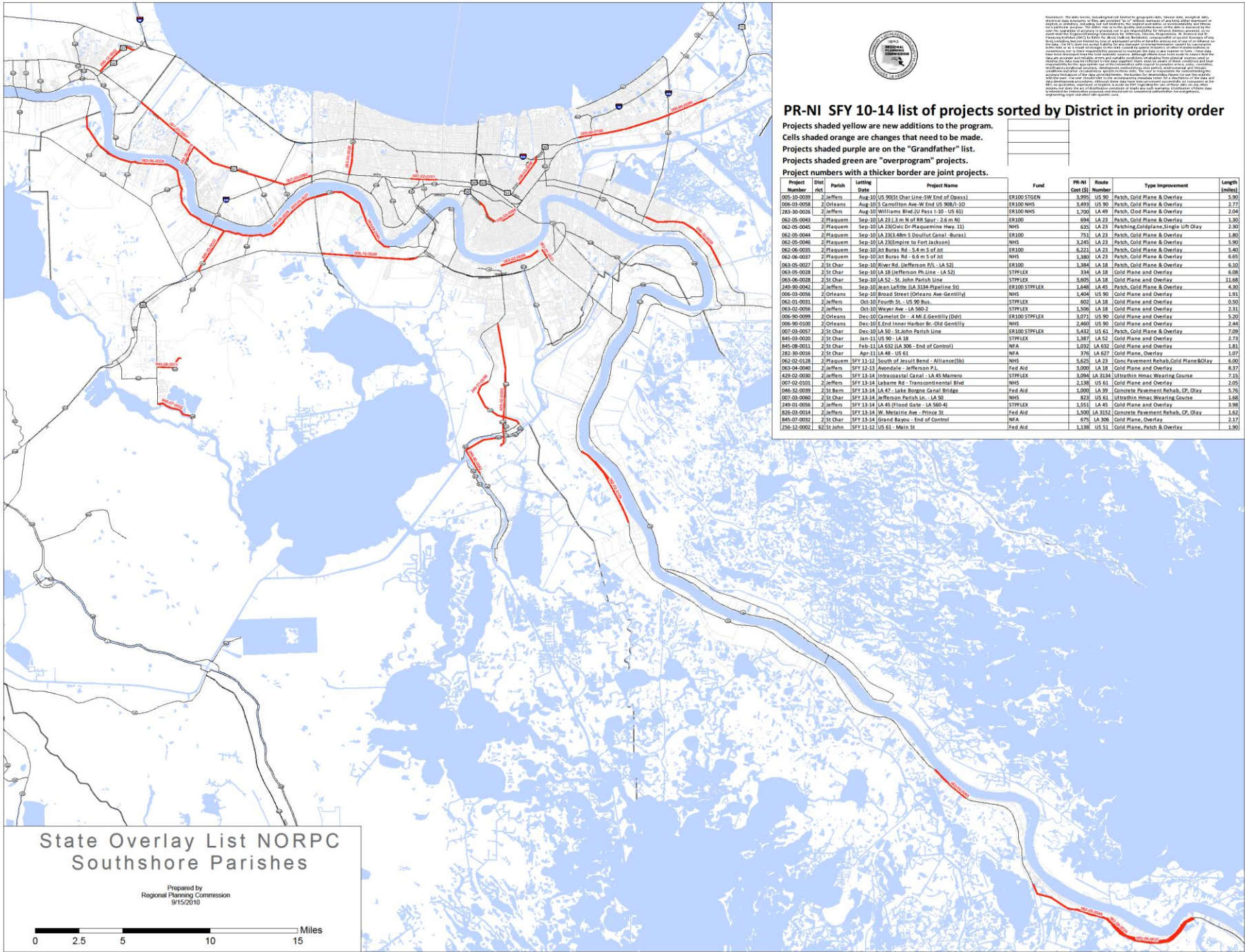
▣ Complete Streets Policy

- RPC policy similar to DOTD policy

Project Review: DOTD Overlays

- DOTD Overlay Projects:
no process to review
them for CS elements
- DOTD requested RPC
pilot a process
- Staff and CSAC
members reviewed
routes
- Recommendations within
the scope of overlays





PR-NI SFY 10-14 list of projects sorted by District in priority order

Projects shaded yellow are new additions to the program.

Cells shaded orange are changes that need to be made.

Projects shaded purple are on the "Grandfather" list.

Projects shaded green are "overprogram" projects.

Project numbers with a thicker border are joint projects.

Project Number	Dist	Parish	Letting Date	Project Name	Fund	PR-NI Cost (\$)	Route	Type Improvement	Length (miles)
005-10-0039	2	Jeffers	Aug-10	US 90St Char Line-SW End of Opess)	ER100 STDRN	3,995	US 90	Patch, Cold Plane & Overlay	5.90
006-03-0058	2	Orleans	Aug-10	Camellion Ave-W End US 90W-10	ER100 NMS	3,493	US 90	Patch, Cold Plane & Overlay	2.77
183-10-0028	2	Jeffers	Aug-10	Williams Blvd (I Pass 1-10 US 61)	ER100 NMS	2,700	LA 49	Patch, Cold Plane & Overlay	2.04
062-05-0043	2	Plaquem	Sep-10	LA 23 1.3 m N of RR Spur - 2.6 m N)	ER100	694	LA 23	Patch, Cold Plane & Overlay	1.30
062-05-0045	2	Plaquem	Sep-10	LA 23 Civic Dr-Plaquemine Hwy, 11)	NMS	635	LA 23	Patching,ColdPlane,Single Lift Overlay	2.30
062-05-0046	2	Plaquem	Sep-10	LA 23 1.48m S-Douglas Canal - Hurrs)	ER100	751	LA 23	Patch, Cold Plane & Overlay	1.90
062-05-0046	2	Plaquem	Sep-10	LA 23(Imperial to Fort Jackson)	NMS	3,245	LA 23	Patch, Cold Plane & Overlay	5.90
062-06-0035	2	Plaquem	Sep-10	LA 23 1.48m S-Douglas Canal - Hurrs)	ER100	6,221	LA 23	Patch, Cold Plane & Overlay	5.40
062-06-0037	2	Plaquem	Sep-10	LA 23 1.48m S-Douglas Canal - Hurrs)	NMS	1,380	LA 23	Patch, Cold Plane & Overlay	6.65
063-05-0027	2	St Char	Sep-10	LA 23 1.48m S-Douglas Canal - Hurrs)	ER100	1,384	LA 18	Patch, Cold Plane & Overlay	6.10
063-05-0028	2	St Char	Sep-10	LA 18 Jefferson Ph Line - LA 52)	STPFLX	334	LA 18	Cold Plane and Overlay	6.08
063-06-0028	2	St Char	Sep-10	LA 52 St John Parish Line	STPFLX	3,605	LA 18	Cold Plane and Overlay	11.68
249-10-0042	2	Jeffers	Sep-10	LA 45 (Flood Gate - LA 560-4)	ER100 STPFLX	1,446	LA 45	Patch, Cold Plane & Overlay	4.90
006-03-0056	2	Orleans	Sep-10	Broad Street (Orleans Ave-Gentilly)	NMS	1,404	US 90	Cold Plane and Overlay	1.91
063-05-0051	2	Jeffers	Oct-10	Fourth St - US 90 Bn.	STPFLX	800	LA 18	Cold Plane and Overlay	0.90
063-05-0056	2	Jeffers	Oct-10	Weaver Ave - LA 560-2	STPFLX	1,506	LA 18	Cold Plane and Overlay	2.31
006-90-0099	2	Orleans	Dec-10	Camellion Dr - A M E Gentilly (Ddr)	ER100 STPFLX	3,072	US 90	Cold Plane and Overlay	5.20
006-90-0100	2	Orleans	Dec-10	End Inner Harbor Br-Old Gentilly	NMS	2,460	US 90	Cold Plane and Overlay	2.44
007-03-0057	2	St Char	Dec-10	LA 50 - St John Parish Line	ER100 STPFLX	5,432	US 61	Patch, Cold Plane & Overlay	7.09
845-03-0030	2	St Char	Jan-11	US 90 - LA 18	STPFLX	1,887	LA 52	Cold Plane and Overlay	2.73
182-10-0018	2	St Char	Feb-11	LA 68 (LA 206 - End of Control)	NFA	1,032	LA 68	Cold Plane and Overlay	1.81
062-02-0128	2	Plaquem	SFY 11-12	South of Jesuit Bend - Alliance(SB)	NMS	376	LA 67	Cold Plane, Overlay	1.07
063-04-0040	2	Jeffers	SFY 12-13	Jessamine Jefferson Pk.	Fed Aid	1,025	LA 18	Cold Plane and Overlay	8.37
429-02-0030	2	Jeffers	SFY 13-14	Intercontinental Canal - LA 45 Marro	STPFLX	3,094	LA 314	Urbanize Heavy Weaving Course	7.15
007-02-0101	2	Jeffers	SFY 13-14	Labaree Rd - Transcontinental Blvd	NMS	2,138	US 61	Cold Plane and Overlay	2.05
066-10-0039	2	St Bern	SFY 13-14	LA 47 - Lake Bienville Canal Bridge	Fed Aid	3,000	LA 39	Concrete Pavement Rehab, CP, Overlay	5.76
007-03-0060	2	St Char	SFY 13-14	Jefferson Parish - LA 50	NMS	821	US 61	Urbanize Heavy Weaving Course	1.68
249-02-0056	2	Jeffers	SFY 13-14	LA 45 (Flood Gate - LA 560-4)	STPFLX	1,551	LA 45	Cold Plane and Overlay	3.98
826-03-0014	2	Jeffers	SFY 13-14	LA 45 (Flood Gate - LA 560-4)	Fed Aid	3,000	LA 314	Concrete Pavement Rehab, CP, Overlay	1.82
845-07-0012	2	St Char	SFY 13-14	Grand Bayou - End of Control	NFA	675	LA 306	Cold Plane, Overlay	2.17
256-12-0002	62	St John	SFY 11-12	US 61 - Main St	Fed Aid	1,138	US 51	Cold Plane, Patch & Overlay	1.90

State Overlay List NORPC
Southshore Parishes

Prepared by
Regional Planning Commission
9/15/2010

0 2.5 5 10 15 Miles

Project Number: 006-03-0056

Project Name: Broad Street (Orleans Ave-Gentilly)

Route Number: US 90

2008 ADT: 6,930 (Pleasure)



- **Current: 4-lane median divided with parking**
- **Proposed:**
 - **Adjust cross section to allow bike lanes**
 - **Staggered continental crosswalks**



RPC Complete Streets Policy

- ❑ Developed by CSAC
- ❑ Modeled on the DOTD Policy
- ❑ Incorporated elements from other MPO policies
- ❑ Adopted in 2012
- ❑ Encourages adoption of parish and municipal policies
- ❑ Workshops to support local adoption



Complete Streets Workshops

- Pair of Workshops
 - ▣ Laying the Foundation
 - ▣ Developing Policy
- Originally a regional approach.
 - ▣ Too few people from any one parish or municipality
 - ▣ Not enough momentum
- Revamped to focus on one community at a time



Complete Streets Workshops



- St. Charles Parish
 - ▣ Working to develop a comprehensive pedestrian and bicycle plan
- St. Tammany Parish
 - ▣ Initial steps to secure funds for a parishwide plan
- St. John and St. Bernard
 - ▣ Workshops in the next 4 months

New Orleans Complete Streets

- Ordinance adopted in Dec 2011
- Institutionalize ad hoc approaches of the last decade
- Updated design standards
- Complete Streets Implementation Plan
- City Council Advisory Committee



Steps to Developing a Regional or Local Policy

- Coalition Building
- Identify a Champion
- Outreach
- Policy Development
- Adoption of Policy

Coalition Building

- Build a broad and diverse coalition of supporters
- Local bicycling and walking advocates
- Business community
- Public health
- City or parish officials

Identify a Champion

- A champion to help lead the process
- The champions position can influence the method of policy adoption
- Can be a political leader or a department head
- If there isn't a natural champion, the coalition's first task will be to cultivate one

Outreach



- Outreach to all stakeholders and public
- Ensure understanding of Complete Streets
- Discuss benefits of complete streets
- Utilize resources, such as National Complete Streets Coalition

Policy Development

- 10 Essential Elements of a Policy
 - Build a policy around these components
- Louisiana policies as models
 - Does DOTD policy achieve communities goals?
- 600+ policies nationwide
 - States, counties, cities, towns

Adoption and Implementation

- Adopt complete streets
 - Departmental policy, legislative, etc
- Include an implementation plan
 - Timeline
 - Benchmarks
 - Responsibilities



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